TITLE OF INVENTION

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Residence: 254 Terrace Rd Bayport, New York 11705 Title of invention: A Magnetic Repulsion Engine

CROSS-REFERENCE TO RELATED APPLICATIONS

Non-applicable

STATEMENT REGARDING FEDERALLY SPONSORED RESEARCH OR DEVELOPMENT

Non-applicable

REFERENCE TO A MICROFICHE APPENDIX

Non-applicable

BACKGROUND OF THE INVENTION

Non-applicable

BRIEF SUMMARY OF THE INVENTION

This invention is an engine running solely on the power of natural magnets. The magnets repel each other in the engine causing a turning motion of a middle bar causing a system of gears, pulleys, and conveyer belts to move to allow posistioning of a "magnetic hammer" piece to come up and allow the magnet connnected to the piece to repel a magnet on an arm connected to the middle bar.

In the past engines have relied on different power sources like gasoline, coal, manual windup, etc which usually need to be replaced in a short time and are also costly and or take too much physical involvement. This engine on the other hand will have a power source that needs to be changed every estimated 10 to 20 years (different type of magnets may vary though) and the power source is cheaper.

BRIEF DESCRIPTION OF THE SEVERAL VIEWS OF THE DRAWING

Non-applicable

DETAILED DESCRIPTION OF THE INVENTION

The parts of this invention are described as if free floating in air but you have to imagine them being connected to a casing. To begin with the arms connected to the middle bar as discussed in the brief

summary of the invention which will need to be in a vacuum chamber in the casing and the chamber walls if in close proximity of the magnet's field must be of a non-magnetic material. The arms will be of an L or simliar shape or can be linear in shape depending on the posistion you want the "magnetic hammer" piece. The part of the arm that will be in the magnet's field will need to be made of non-magnetic material to prevent the magnetization of the rest of the engine's parts. The middle bar where the arm or arms will be connected to will also have 2 gears connected to it. A ratchet gear with a pawl with friction resistant material or substance on it's side and or on the gear teeth themselves and a spring attached to the pawl to prevent gravity to be the only force pushing the pawl into the gear's teeth and this will allow the middle bar to turn in one direction and not in another making sure the arms on the middle bar go only in the direction of the propellment from the repellsion of the 2 magnets. The second gear will be a spur gear that will be connected to a spur gear that will be in the center of the side and part of the first pulley ring in a conveyer belt.

The conveyer belt will have holes for teeth that will be inside and in the middle of the ring part of the pulley rings. The conveyer belt will start with the spoken pulley ring with a spur gear in the center of it's side and continue with pulley rings posistioned in such a way that they will decress the work load of the pulling down of the "magnetic hammer" piece and will be placed on the side of the conveyer belt that will be doing the pulling action. The conveyer belt's last pulley ring will have a worm gear as part of it coming out of one side in the center and will be connected to a double sided spur gear. The double sided gear will have one side with the normal number of teeth that will be extended out enough to be connected to the worm gear and the other side will have gear teeth to allow the "magnetic hammer" piece to go down and be pushed down and will be connected to the teeth that will be on the side of the hammer piece and go back up when a gap that will be in between the teeth disconnects the gear from the hammer piece. The double sided gear can be made with the side connecting to the worm gear to be smaller then the other side to create a gear train effect for desired RPM output.

The "magnetic hammer" piece will have several parts to it. One external piece to which part of it that will be in the magnet's field will be made of non-magnetic material and will have the gear teeth spoken about on one of its side's and have a cavity inside of it with an opening on it's bottom. Inside the cavity the bottom of the top side will have a part extending out of it that will have shock absorbing material

attached to the end of it. This part will go through a hole on the top of the internal piece with the shock absorbing material end being inside the internal piece. The internal piece will be smaller in size to the external piece and have a cavity inside it where the part with the shock absorbing material will be going into. Both on the internal piece's outer sides and external piece's inner sides will consist of either pieces and grooves on them, where the piece will go into the groove and the groove will be of a certain measurement being closed off at the top and bottom to allow the hammer piece to go up the needed distance and back down again at a needed distance. There will be a spring that will be surrouding the part with the shock absorbing material and will be connnected to the bottom of the top part of the external piece and the top of of the internal piece. This will allow the piece the energy needed to go in the direction away from the internal piece and into posisition to repel the arm with magnet on it away from the magnet that will be attached to the top side of the external piece. There will be surrounding at the bottom and outside the internal piece a lip, extending in a direction away from it allowing more stabilty to the hammer piece.

The "magnetic hammer" piece can be changed to have the spoken lip of the internal piece to instead be surrounding the bottom of the external piece and have straight openings closing off at the top and bottom of the external piece to allow double sided hooks or simliar shaped with shock absorbing material, that are connected from the internal piece, connected on top of each to go into and allowing the internal piece to go past the external piece with an opening on the top of the external piece and the sides where the internal piece and external piece touch being lubricated with friction resistant substance or material and placing the gear teeth on the side of the internal piece and extending the gear teeth out, so that grooves of the gear teeth of the double sided gear can connect to it, with an opening on with no closing at the top of the external piece to allow the gear teeth up and out of the opening while having the magnet being connected to the top of the internal piece via any way, material, and or device and a spring attached inside a cavity to both the bottom of the top piece of the internal piece and the casing of this engine now also having at least the part of the internal and external piece that will be in the magnet's field to be made of non-magnetic.

Double sided gears can be added in between the spur gear on the middle bar and the pulley ring with the spur gear on it's side to create a gear train as well as making the double sided gear side that is connected to the worm gear can be smaller in size to the second side for extra needed RPM output. There

will be 2 "magnetic hammer" pieces for every one arm with the magnet on it to allow the "magnetic hammer" piece to react at the right time where as the first "magnetic hammer" piece to go up and stay up when the arm has passed it and the next "magnetic hammer" piece proceeding the arm to go down allowing the arm to go pass it via from the propellment of the repullsion of the magnets on the first hammer piece and the arm's magnet. The amount of arms will be dependent on how much power is wanted from the engine. The magnets have a certain distance that they will be propelled from the repellment of each other. There are elements in this apparatus that will be taking a certain amount away from that distance to which the following will effect that distance: friction, work output left over from the pulleys, and anything that this device will be used to spin. All surfaces rubbing against each other in this engine should be lubricated for decressing friction. The magnets that would be prefered to be used on this engine would be something on the more powerful side of the spectrum like rare earth magnets. This engine will produce a spinning energy with the middle bar to be used with for example to have a magnet connected with a bar to the middle bar to spin around in an electric generator.